

NEVADA COUNTY TRANSPORTATION COMMISSION

Minutes of Meeting

February 15, 2006

A special evening meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, February 15, 2006, in the Nevada City Council Chambers 317 Broad Street, Nevada City, CA. The meeting was scheduled for 7:00 p.m.

Members Present: Nate Beason, Tim Brady, Patti Ingram, Russ Steele, Josh Susman, Conley Weaver

Members Absent: Robin Sutherland

Staff Present: Dan Landon, Executive Director; Nancy Holman, Administrative Services Officer; Mike Woodman, Transportation Planner; Toni Perry, Administrative Assistant

NOTE: Due to the open forum style of this meeting, we have done minimal editing to maintain the original intent of all comments made.

Standing Orders: Chairman Weaver convened the Nevada County Transportation Commission meeting at 7:07 p.m.

Pledge of Allegiance:

INTRODUCTIONS

Chairman Weaver gave a brief explanation of why the Commission decided to do an evening workshop, and briefly explained the direction and goals for the workshop.

Executive Director Landon welcomed and introduced former Commissioners who were invited to participate in the workshop: DeVere Mautino, Sam Dardick, Peter VanZant, Ann Guerra, and Chet Krage. These former Commissioners all contributed in the development of the original NCTC Mission Statement.

MISSION STATEMENT

Executive Director Landon spoke about the NCTC Organization Flow Chart and the Planning / Communication / Coordination aspect of staff's daily activities, and how staff interacts with the stakeholders of the Commission to get input regarding projects throughout Nevada County. He gave examples of planning projects currently active and communication efforts staff provides. Mr. Landon reviewed the Mission Statement and asked the Commissioners if the statement appropriately communicates their concept or vision of the Nevada County Transportation Commission mission.

Comments on the NCTC MISSION STATEMENT from Present and Former Commissioners:

Commissioner Steele said he thought the NCTC Mission Statement was too long. He would like to see it short, punchy, and able to govern the staff and Commission, as they evaluate if the work they are performing achieves the mission. He told a story about Canon when they entered into the copier business and their mission was to "Beat Xerox". Commissioner Steele believes people need to be able to remember and recite the mission statement.

Commissioner Susman replied that he thought “Beat Xerox” was more of a slogan than a mission statement. He didn’t think the mission statement was too long, but thought it would be good to start with the goals and work backwards to a mission statement. Commissioner Susman would like to expand the awareness of collaborative partners, such as Placer County, other regional groups, and possibly even groups or individuals on the State level. Commissioner Susman acknowledged the work done in 2001 and thanked the previous Commissioners for their work to create the original mission statement.

Commissioner Beason stated he did not have a problem with the NCTC Mission Statement, but felt there was a disconnect between the mission statement and the goals. He was unsure of what it meant where it stated, “assist in implementing”, rather than implementing. Executive Director Landon responded that the NCTC only “plans” activities; it is the responsibility of the jurisdictions to carry out the projects, and the NCTC assists when and where appropriate. Commissioner Ingram added the jurisdictions and their elected officials make the final decisions and implement the projects. She said the NCTC is a vehicle for communication with the stakeholders. For example, individuals from the jurisdictions are not contacting individuals from Caltrans; NCTC is the conduit.

Commissioner Ingram said she would like to hear from the Commissioners who originally worked on the NCTC Mission Statement, to understand their thoughts behind it. She stated it is a great mission statement and that it encompasses everything that is done and the individuals that do it. She did say that it could be too wordy for today’s standards of quick and catchy statements.

Former Commissioner Sam Dardick stated he left the Commission before the final adoption of the NCTC Mission Statement and goals, but he would like to see the “transportation system” explained better. Before he was a Commissioner, he thought the NCTC only dealt with highways and major regional roads. Working with FREED helped him realize the NCTC also dealt with transit. Mr. Dardick would like to include references in the mission statement to people with disabilities, seniors in the community, transit/paratransit, and the efficiency for all the people in the county.

Former Commissioner Ann Guerra added to the list made by Sam Dardick by including the need to plan for pedestrians, sidewalks, and trails.

Former Commissioner Peter Van Zant noted Executive Director Landon’s comment about the NCTC doing planning, but he thought the decision makers and the public look to the NCTC for leadership in transportation issues. He stated the NCTC brings resources, information, and funding into Nevada County and has brought innovative ideas, like the roundabout, to the community. He also agreed with the “partnership” concept, versus listing specific organizations, since the partners may change from one era to another. He said mission statements are about outcomes and methods. The methods have been captured, but the wording may need to be cleaned up a little. His thoughts on the outcomes, referring to “balanced regional transportation system”, were possibly that the citizens expect an effective transportation system. Mr. Van Zant added that instead of protecting or preserving the rural qualities and historic character of Nevada County, he thought the mission was to “enhance” the great things going on in this County.

Former Commissioner Chet Krage concentrated on one word in the NCTC Mission Statement – communicate. He shared when the mission statement was first created, the Commission saw a great need for communication. He complimented the Commission and NCTC staff for the increased level of communication now going on through the NCTC newsletter, Executive Director Landon attending Council meetings, etc. However, Mr. Krage brought up two other aspects of communication he feels the Commission could address: (1) To listen and (2) try to understand. He

said to think about mechanisms of how to gather data and how to listen, rather than just tell. Mr. Krage believes Caltrans is a misunderstood organization, therefore the Commission has an opportunity to help communicate the message and have better informed citizens. He gave an example of the SHOPP project on SR 49 north of Lime Kiln Road this past summer. Most people did not know why it was done, they thought it was a waste of money, and felt the money could have been spent on more urgent projects. Mr. Krage said there were several news articles, but the public had a misconception that possibly the NCTC could have dispelled. He stated he did not want to make the mission statement any longer. He wants to elaborate on what “communicate” means. Maybe, as a Commission, a future task would be to periodically capture and review what “communicate” and other terms in the mission statement really means.

Chairman Weaver shared the experience with Caltrans when they informed Nevada City that they were going to put in a roundabout at the Gold Flat exit ramp. The City of Nevada City started to ask questions and the plan was changed. Mr. Krage provided the example when Caltrans put in a traffic signal at the SR 49/North Bloomfield Road intersection and the City of Nevada City was surprised.

Former Commissioner De Vere Mautino said she was on the Commission when the plans for the SR 49 widening were first introduced. Funding was a factor back then and is still the problem for carrying out needed projects. She brought up the issue that the Gold Country Stage does not give many people the type of transportation they want from their homes. She felt by shortening the mission statement it would miss the communication that the NCTC is a liaison body between the State, the Cities, and the County. Ms. Mautino stated the concept on the logo is important, and if the mission statement is shortened, she would like to see the NCTC keep the ideals presented in 2001.

Commissioner Tim Brady said the NCTC Mission Statement is a great recap of Mission/Goals/Values all in one. But, because it does that, he feels it shortens the Commission in some other areas – particularly in values, and it limits the Commission in being able to list all of the goals, in that it tries to do that in the mission statement. His suggestion of a mission statement is: “To plan and implement a safe and efficient transportation system in balance with the environmental, economic, and rural values of Nevada County.” Then, that would lead to establishing a “Values Statement” for Nevada County, stated clearly and correctly, to stay on track, in cooperation with the stakeholders. Commissioner Brady stated he values alternate transportation, economic growth, small town vs. efficient roadways, and he believes these types of values will then direct the goals set by the Commission. He suggested after the values are stated, the NCTC can establish goals, some of which are already stated in the current mission statement.

Commissioner Brady spoke of a meeting conducted by Tim Kiser, City of Grass Valley Engineer, where he told stakeholders of twenty-four projects within the sphere of Grass Valley influence and how the projects would make a more efficient arterial road system. Several of the projects were contrary to the values of several stakeholders in attendance. Commissioner Brady’s point was if there were values clearly stated, it could help to avoid controversy.

Comments on the NCTC Mission Statement from Members of the Public:

Jerry Mehren: He would like to see the mission statement read, “...assist in implementing projects to create a balanced and ‘empathetic’ regional transportation system.” Mr. Mehren agreed with Sam Dardick’s comment regarding being empathetic of the needs of the less fortunate people.

Beverly Pack: She agreed with Chet Krage’s comment regarding the need to communicate with people who care about Nevada County. She believes the transportation system has been impacted

by a lack of communication, but she has found Caltrans to be extremely cooperative when they think the people of Nevada County are very serious about getting things done.

Janelle Black: She shared her enthusiasm as a bicycle commuter and stated the easiest way to get around is on the road. She would like to see an addition to the mission statement or goals that includes making the streets safer by widening lanes, paving shoulders, repairing edges of the roads, and adding more Class 3 Bike Routes and bike lanes. She is a member of the group called "The Alliance for People-Powered Transportation", and they would like to be used as a resource for information about bicycling. She gave her email address: foothillcycling@yahoo.com.

Buck Stovall: He wanted to comment on Chet Krage's emphasis on communication. He has been turning left onto SR 49 at Lime Kiln Road for twenty-five years and he feels he is taking his life into his hands because of the people who run through the red light. Mr. Stovall said there were no shoulders on the road or any place where people (or animals) could walk or bicycle safely, before the recent shoulder-widening project.

Johnna: She stated her appreciation for the Gold Country Stage. She works at Lake Wildwood on Fridays and bicycles there one-way and takes the Gold Country Stage back. She is also a member of The Alliance for People-Powered Transportation and would like to see safer conditions along the roads for bicyclists. She stated bicycling has improved her health and would like to see the opportunity for safe bicycling for herself and many others.

Joy Waite: She would like the Commission to emphasize the vision aspect of the mission statement and think about the future of Nevada County as energy prices continue to increase; to think what the community could look like as that process continues. She would like the Commission to consider alternative means of transportation beyond cars, towards transit, and pedestrian and bicycle facilities. She is a member of the transit group, associated with the People-Powered transportation group, as part of The Alliance for Post-Petroleum Local Economy, and she would like the Commission to use them as a resource.

Phil Carville: As a representative of the Loma Rica Ranch project, he said the project is focused on a walkable pedestrian-oriented environment. Mr. Carville told of his recent experience in Montreal, which is the most bicycle-used city in North America. He said if you design for bicycles, you will get bicyclists; if you design for pedestrians, you will get pedestrians. Mr. Carville spoke of inviting Dan Burden (an expert on pedestrian and bicycle orientation) last year to Nevada County. He gave the Commissioners a copy of a DVD created during Mr. Burden's visit. Mr. Carville's suggestion was for the community to implement some of the innovative concepts and policies described, to accomplish a vastly improved system. He complimented Commissioner Brady and agreed that values should come ahead of other planning.

Darwin Leek: He has been a resident for twenty years and a business owner in Nevada County, and is currently the President of Sierra Express Bicycle Club, a recreational group that stresses safety and education of the public. He is also a member of BONC – Bicyclists of Nevada County, a mountain biking group, that plans and maintains trails. He asked the Commission to help protect and preserve the existing trails from development.

Linda Chaplin: She has been associated with the Independence Trail for many years, and has an interest in the value of accessibility to outdoor recreation for people with limited mobility. She would like the NCTC to consider that as a value worth spending time on in the County. Ms. Chaplin shared that a year ago she called Caltrans to refurbish the blue paint on the handicap parking spaces

at the entrance to the Independence Trail on SR 49. She was amazed and pleased that a few days later the spaces were repainted.

Beverly Pack: She shared that whenever someone dies on SR 49, people come up with small projects to address the safety issues. She believes the ultimate safety issue is to widen SR 49. She said all of the smaller projects have merit, but the real issue is a lack of money. Money that was borrowed from the transportation account will not be replaced, so there is a need to face the reality that without money nothing can be built. A group they formed in 1989 proposed a ½ cent sales tax, but it was rejected due to a lack of communication and education. Ms. Pack stated it is important to look at the overall, long-range picture, and then come up with money to address all of these issues.

Adam George: He is a member of The Alliance for People-Powered Transportation and BONC, and he complimented the NCTC for having a road bike on their logo.

Commissioner Ingram stated the word “responsive” should be added to the mission statement. She said the way to communicate is to be responsive to what the Commission hears.

TOP GOALS

Executive Director Landon reviewed the information the Commissioners received and the concept of “wildly important goals” (WIG) that are within the ability of the NCTC to accomplish. He stated the desire to capture the broad and specific goals, and the priorities of how to accomplish these goals.

Comments on NCTC’S TOP GOALS from Present and Former Commissioners:

Commissioner Beason stated he thinks there is a disconnect between the goals and the mission statement. He would like to see the Commission “do” things. He said the Regional Transportation Plan (RTP) lists three priorities: the Dorsey Drive Interchange, the widening of SR 49 from Wolf/Combie to Grass Valley, and the SR 89 Mousehole in Truckee. Then there is a list of smaller projects that are not prioritized. Commissioner Beason stated the goals in the mission statement make the assumption that there is money. In the interim, he would like to focus on what is do-able with the money available and prioritize the smaller projects in the RTP.

Commissioner Beason would also like to address the task and assumption in the RTP of how to improve roads and streets. He would like to ask the question of how to reduce traffic versus build and improve roadways. One answer, in his mind, is alternative transportation. Commissioner Beason would like to see a bicycle path built from Nevada City to Grass Valley. This could help determine what the demand would be for bicycle paths in the community. It would then be a possibility (as an example) to raise support to expand on bicycle paths in the future. He would like the NCTC to continue to look for ways to reduce the dependence on traffic improvements, and enhance the alternative transportation systems.

Commissioner Brady agreed with Commissioner Beason’s statements. Commissioner Brady’s number one goal would be to prioritize projects based on the value systems in place, and his number one priority would be to develop a concise, regional road plan (based on our values) in connection with the RTP. And before that, Commissioner Brady’s WIG would be to have one map that is the arterial/regional road map of Nevada County. As an example, when Tim Kiser of Grass Valley reviewed his Capital Improvement Projects, there was a decision process that took place to determine if the project was local or regional. Commissioner Brady’s #1 WIG is to have a map of the regional/arterial roads that clearly shows, and is agreed upon collectively, which roads are regional and which roads are local. This is a short-term goal. He and his wife are avid bicyclists

and he would like to see the roads remain safe for bicycling. Executive Director Landon summarized Commissioner Brady's goals by saying, "To plan for what we value and what we can afford." Commissioner Beason added there is a hierarchy of roads noted in the RTP that provides for a good starting point for what Commissioner Brady suggested.

Former Commissioner Guerra restated that communication is a value, and involvement with the citizens is important, because they are part of the balance – like transit, pedestrian access, and bicycle paths. She would like to see the Commission find methods of increasing input from those groups. Tonight two or three groups were heard from that have offered to be resources, both requesting an emphasis on different modes of transportation, but offering some real assistance to the Commission that should be paid attention to. She stated that she is acutely aware of the lack of a sidewalk system in our town, and paths of travel from bus stops into stores or housing. She is certain this is one reason transit is not used as much as it could be. The accessibility of the sidewalk systems is really poor. She cited one example in Nevada City at the Zion Street bus stop, just before the intersection of Ridge Road. She thinks it is terrifying to get off the bus there, and walk north against traffic on Zion Street. She has witnessed children in the morning in Grass Valley, who have missed the school bus from the Sutton Way apartments, walking down Idaho-Maryland Road. That is terrifying to her. There are wheel chair users who cannot get up Main Street because there are no curb cuts. They go into the street up to Hughes Road. There are many gaps in the sidewalk system. She said that this is not real expensive work, but it could really make a difference in terms of providing for alternative transportation sources, encouraging people to use the existing transportation, and making it safer for everyone. Chairman Weaver commented on the Zion Street location, and stated he likes to walk to Grass Valley (using the Nevada City Highway past Zion Street). The worst portion of the walk is past the Superintendent of Schools offices going towards Banner Lava Cap Road, which has narrow shoulders, no real path to walk on, and blind curves where it is hard for vehicles to see pedestrians.

A member of the audience claimed that there is a real safety issue at the bus stop by Hughes Road (by the movie theater and across the street from the Shell gas station) and that three children have rolled off the hill and been killed. She wondered why there was a bus stop at a location where it is so dangerous.

Former Commissioner Van Zant stated he agrees with the desire for safe bike lanes within the city limits, and with Commissioner Beason's statement about working on projects that are do-able. He expressed his frustration over the inability to fund and build Dorsey Drive Interchange over the years. Mr. Van Zant sees a priority of the NCTC to take a leadership role to talk to State Legislators and to use lobbyists to get financial support for our priority transportation projects.

Commissioner Ingram reported that the Grass Valley City Council changed the designation for Idaho-Maryland, and any improvement or development done in that locale will have to adhere to sidewalk paths. Her number one short-term goal is to focus on getting money. Her thought is to finish the citizen survey regarding a possible sales tax for the community. Secondly, she would like to see the RTMF fees changed and the trip generation modeling changed. Commissioner Ingram stated that Nevada County should not rely on, or wait for, the State to give money to build our projects, but we need to take care of ourselves and be focused on doing improvements here.

Commissioner Susman stated he believes there is a consensus between the Commission and the citizens to look for alternative ways of transportation; to be bicycle friendly and transit friendly. He agrees with others comments that the number one WIG is to (like the League of Cities did with Prop. 1A) protect, enhance, identify, and secure sources of revenue to achieve the goals. Commissioner Susman said it is all about the money and the competing interest for that money. He added that the

Town of Truckee already has a sales tax measure and they are able to do substantial improvements because they can work with Caltrans and provide their share of the money to make things happen. He stated that the Town of Truckee has a lobbyist, plus he personally goes to Sacramento and meets with the legislators. They were able to get \$2.8 million through Congressman Doolittle for the Mousehole. He said there is money out there, but it is not going to be handed to the County. Commissioner Susman stated there needs to be projects ready to go and projects on the planning table, so when there are funding opportunities available, projects waiting on the shelf can be built. SR 49 is a prime example of that. His suggestion is to use lobbyists and to have matching funds available when the opportunities come up. He stated he believes many of the stakeholders in the room have the same values and goals.

Former Commissioner Mautino stated that the last time Nevada County looked at a sales tax measure was 1989, and the County needs to focus on getting additional money. She also suggested that Nevada County put forth a candidate to sit on the California Transportation Commission (CTC), because the County had better recognition when Ed Sylvester sat on the CTC. Ms. Mautino echoed that Dorsey Drive Interchange is a top priority. Executive Director Landon stated the first studies on Dorsey Drive were done in 1984. Ms. Mautino said there is a great bicycle plan that has never been put into use because there is no money to build the paths. She believes that western Nevada County, as an aging community, is not very sensitive to the issues of the youth and their not being able to afford to live here. Ms. Mauntino offered to help promote a sales tax measure in the County.

Commissioner Steele warned to be careful about building bicycle facilities, with the thought that bicyclists would use them, because that does not always materialize. He would like to see the Commission take more of a leadership role in the community, be more visible, and explain the issues to people. In the future, when the sales tax measure is proposed, the general public would have an understanding of how it will impact their lives if they decide to invest in additional transportation facilities in Nevada County. He thought it would be good for a member of the NCTC to have a seat on the Economic Resource Council Board. He would like to see the Commissioners speak at workshops, particularly the at-large members, since the other members are elected officials. He believes the NCTC website and the NCTC newsletter are excellent places for the Commissioners to speak.

Commissioner Susman agreed with Commissioner Steele about leadership and stated he likes to go way outside of the box as to what is expected of Commissioners. He has made numerous trips to Sacramento to meet with leaders there, and he checks in with NCTC's Executive Director and the Town of Truckee staff before he goes so he can discuss priority topics.

Commissioner Susman questioned NCTC's legal council, Nancy C. Miller, about the procedure for pursuing a sales tax initiative. He said once the decision is made to proceed, at that point resources of public funds could no longer be utilized. He asked which type of constraints would be faced by the NCTC once the decision is made to put the sales tax measure out to the public for scrutiny. Ms. Miller responded that in terms of a sales tax initiative on the ballot, public funds could be used only to educate the public. The NCTC cannot take a position, but the Commissioners can take a position individually. She mentioned a situation in Sacramento County where there were two successful sales tax measures. There was a cooperative effort with a lot of communication between the jurisdictions and educational materials were put in utility bills that stated the benefits. Ms. Miller said staff can volunteer their time, during off-staff time, and they can go to forums to help educate the public as long as they are not paid.

Former Commissioner Krage stressed the importance of "strengthening relationships", for example, with Caltrans and legislators. He cited an example of how tremendous Ann Marie Robinson of

Caltrans has been to help educate people about the safety issues associated with the LaBarr Meadows/SR 49 location. The citizens associated with SR 49 safety have realized that relationships in other areas need to be strengthened, in terms of what the County's needs really are, and how to get the County's projects on the priority list. He believes that strengthening relationships should be a very important short-term goal for NCTC.

Comments on NCTC'S TOP GOALS from Members of the Public:

Beverley Pack reviewed the history of the 1989 sales tax measure that failed, how the citizens met with Caltrans, and Caltrans promised to help if Nevada County would become a "self-help" county and raise matching funds to widen SR 49. She said educating the county is the answer, by talking to senior groups, bicyclist groups, commuters, etc., and to become a self-help county.

Jerry Mehren suggested the Commission approach The Union newspaper to do a poll for the sales tax measure on the front page. Commissioner Ingram replied that if the survey is encouraging, they would probably work on something like that. Jerry said that could get The Union in a position to possibly help educate the public on the measure.

Linda Chaplin, an advocate for the Independence Trail, wanted to reiterate her statement about the accessibility concerns she has for the disabled/handicapped of the County. She stated that one day it could be any of us facing those issues due to a car accident, surgery, illness, or old age.

A previous speaker from the audience, who did not state her name, made the comment that providing a bike lane on a main road is a lot cheaper than making a bike trail. For bicycle commuters, multi-use trails are not as good because little children use them and pedestrians pose a hazard.

Steve Enos agreed with Commissioner Brady about the values and Commissioner Ingram about the issues of money. He said the Federal transportation bill that was just passed includes not only a preservation, but also a significant increase in the Safe Routes to School program. He stated that it is not just about getting children safely to school, but it is also about getting children to use healthy alternatives like walking, bicycling, roller blading, and skate boarding. Mr. Enos said you have to be prepared to go after the money, and to do it before other people do. An example he gave was the Wolf Creek Trail and the need to prepare it now for submission, so when the grants become available the project is ready to submit. Steve Enos also stressed the urgency to provide more money for paratransit riders, since they have only one means of transportation. Mr. Enos stated the community needs to give thought as it grows to providing a walkable community, to keep Grass Valley small and accessible to things versus the Roseville spread.

Buck Stovall took exception to what Mr. Enos stated, because he thinks it is not about the money and he does not want to hear excuses. He believes you can start projects without the money, and then get community support.

A member of the audience, who did not state her name, thanked those who had voiced support of the bicyclists in Nevada County. She challenged Commissioner Steele's comment about building facilities for bicyclists and then not using them. She said there are inexpensive things to do to make it safer for bicyclists, such as filling potholes, paving shoulders, and repairing edges of the roadway. She said one of the main goals of The Alliance for People-Powered Transportation is to empower people who want to be cyclists to do it. The group is doing workshops to teach people how to ride in traffic, so they will be more confident of their safety. She invited everyone to celebrate "Bike-to-Work Week" the third week of May.

Natalie Sablan, a field representative for Assemblyman Rick Keene, said she is available to help strengthen relationships. Assemblyman Keene recently met with citizens concerned with SR 49 safety. In his current position as Vice-Chairman of the Budget Committee, he will use his position to fight for funding.

SUMMARY

Former Commissioner Van Zant spoke of the Sierra Nevada Conservancy and their role to look at community needs and to work with community groups. He thought it would be helpful for the NCTC to share information with them. Mr. Van Zant also agreed with the reordering of the mission statement, values, and goals stated by Commissioner Brady.

Former Commissioner Mautino stated she felt the Commission and stakeholders all have the best of the community at heart, and any of the former Commissioners would be available to help the current Commission in any way needed.

Former Commissioner Guerra stated that one of the themes she heard in the meeting was in order to look at the sales tax measure as a reality, it would require understanding community priorities. To understand community priorities requires input from all interested groups. The opportunity to have heard from the various groups in this evening's meeting, and those groups referred to, allows for better communication and more buy-in.

Commissioner Brady remarked on Questions 6 and 8 (that were not discussed due to a lack of time), which states to "Identify the way that stakeholders can assist in accompanying the NCTC Mission." He thought it would be good to continue to give the stakeholders an avenue to voice their concerns and wants, just as staff did for this meeting. He also enjoyed the results of the joint meeting with the Board of Supervisors and the City of Grass Valley at the Center for the Performing Arts building. He believes all of the traffic and safety issues need to be discussed and solved with the public and stakeholders.

Commissioner Beason stated that in addition to the Traffic Forum held last September, the cities and the County held another forum in October or November, in which they discussed a variety of issues and formed five or six working groups to address those issues. Those working groups will meet in March or April 2006 and then the County will try, at least annually, to have a meeting of all the government representatives to keep moving forward and enhance the momentum.

Commissioner Beason sees several action items:

1. Continue to look for ways to fund the top priorities such as Dorsey Drive and SR 49.
2. In the interim, find do-able projects to help the transportation system.
3. Find ways to reduce dependence on traditional methods and provide access to nontraditional methods or alternative methods of transportation. He would like to include the broadband method to reduce traffic. He is anxious to see if the public opinion survey runs parallel to what was stated in this meeting.

Executive Director Landon asked for one clear task to accomplish as a result of this meeting, over and above the summary of the items listed on the flipcharts, with action items as a result. He summarized current projects, such as working with Caltrans on the continued work of the Dorsey Drive Interchange and the imminent environmental document. He stated that Congressman Doolittle would be in Grass Valley the following week to discuss Dorsey Drive and possible Federal appropriations to help with the project. Mr. Landon said Caltrans and staff are waiting to hear from

the CTC on the continued funding of the widening project at La Barr Meadows Road/SR 49 intersection. He is also working on the Safety Task Force with the CHP, Caltrans, the County, and the Citizens for Highway 49 Safety to affect some discussions with legislators on these SR 49 safety issues. The Sales Tax Steering Committee members have been giving Mr. Landon names of people in the community to possibly help, and have provided issues they think need to be addressed in the survey, in order for the draft survey form to be drawn up by the consultant.

Commissioners agreed they would like to see a detailed map indicating if an area is under local or regional jurisdiction.

Commissioner Susman would like to have the flipchart ideas assimilated and to identify "values" based on comments given at this meeting. He does not see the need to change the current documents; just reaffirm and clarify the mission statement, as it relates to the current Overall Work Program.

Commissioner Steele would like to take the values out of the mission statement, shorten it up, and relate the values to the goals and the work plan. He said, "If we are going to become a self-help County and pass a sales tax measure, the Commissioners are going to have to take a more visible leadership role in educating the community on the need."

Former Commissioner Van Zant mentioned the Sierra Nevada Conservancy will hold a regional meeting in the next two months on their strategic plan and, if the Commissioners agreed, Executive Director Landon could communicate with them in person or in writing the outcome of this evening's meeting. Then they would know clearly what the needs and problems are in the area of transportation. Mr. Van Zant will let Mr. Landon know when that meeting will be held.

Chairman Weaver thanked all in attendance and said it was very encouraging to get such a wide variety of representation from the public and the previous Commissioners. He encouraged the public to come to the NCTC's regular meetings.

Executive Director Landon said he would bring back the map and assimilate the flip charts.

Commissioner Brady asked if Mr. Landon would like to receive copies of all of the Commissioners answers to the questions handed out to them. Mr. Landon said yes, and to please mail or email them.

Joy E. Waite said she has been on a personal mission to take extended trips by public transportation to Auburn, Sacramento, Roseville, Lincoln, and Davis. She said if anyone would like to know how it is done, she would love to be a resource for that because it is quite easy. Jerry Mehren added he could get you down to Old Town Sacramento for two dollars.

ADJOURNMENT OF MEETING

Chairman Weaver adjourned the meeting at approximately 9:00 p.m.

Respectfully submitted: _____
Antoinette Perry, Administrative Assistant

Approved on: _____

By: _____
Conley S. Weaver, Chairman
Nevada County Transportation Commission